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possessions of which they have been robbed by the predatory interests which always, directly or indirectly, have associated themselves with Russian autocracy. In these struggles certain classes of the population have furnished the leaders and have given initiative to movements which have had for their purpose the abolition of autocratic control and the betterment of social and economic conditions for the common people. The leaders of these movements have sought to develop their programs of action and give to them rational justification by the aid of philosophy and the social sciences. This tendency has been directly responsible for the rise and development of most of Russian sociology. . . . Its theories appear to be related to the various movements we have described, and they reflect the ideologies of both the social-political groups in power and those of the opposition." Dr. Hecker analyzes both of these lines of theory. He begins with a critical statement of the so-called pan-Slavists and their opponents, the Westerners, proceeds to the individualism-subjectivism headed by Lavrov, Michalovsky, and Youzhakov, shows the reaction from that to the monistic-positivistic-materialistic attitude—specifically in its Marxian garb—and finally discusses the present-day tendency as exemplified in the historical geneticism of Kovalevsky. There is also a chapter on the Franco-Russian sociologists, Novicov and De Roberty. Speaking of the contribution of Russian sociologists to the science in general, Dr. Hecker concludes that ". . . most of their good ideas have remained foreign to sociologists generally, and have since been wrought out independently by West-European and American sociologists in a much more systematic way than by the earlier and unknown Russians." The book is an interesting and valuable study of an aspect of the intellectual development of modern Russia.

Reconstruction in Georgia. By C. MILDRED THOMPSON. (Columbia University Studies, LXIV, No. 1.) New York: Longmans, Green, & Co., 1915. 8vo, pp. 401. \$3.00.

The period of reconstruction in Georgia, from 1865 to 1872, witnessed a great threefold transformation which was the direct result of the emancipation of the negro.

Perhaps the greatest problem which confronted the people of Georgia immediately after the war was that of labor. The negro assumed an air of false pride and generally became very overbearing in many of his demands for economic freedom. The result was inevitable: the planters were forced into subservency and the freedman obtained his economic freedom. The wastefulness of slave labor, which had been so common before the war, was now of necessity eliminated, causing agriculture to be shifted to an intensive basis.

The negro was put on a new social footing by his emancipation. He began to assume an attitude of responsibility for his family life, which hitherto had been of a very low standard. His being put on an equal footing with the poor

whites was almost unbearable to the latter. The reconstruction policies of the Republican party made these conditions all the worse, by calling for a strict and literal enforcement of the negroes' social rights. A great "social democracy" gradually grew out of the social turmoil. In many of the southern states this has not come about even up to the present day.

Political reconstruction in Georgia was marked by great corruption, especially of financial administration. Large sums, for instance, were spent by the Bullock administration for the services of corrupt and grafting politicians. Misuse of state bonds and fraudulent subsidizing of public utilities were characteristic of the political chaos of reconstruction. However, Georgia was the state which suffered least on account of this condition. The Democratic party was quick to establish itself, and with it came "peace and quiet."

Nationalization of Railways in Japan. By TOSHIHARU WATARAI. (Columbia University Studies, LXIII, No. 2.) New York: Longmans, Green, & Co., 1915. 8vo, pp. 156. \$1.25.

Repeated attempts have been made to use the Prussian system of railways as a pattern for the formulation of railway policies in Japan; but such a comparison is not valid, since Japan and Germany are so unlike in geography and topography. Strong competition with coastwise trading vessels, and the absence of competition between the railway lines themselves, are two phenomena which are peculiar to Japan, in consequence of her geographical conditions.

Under private management, the railways of Japan flourished after the natural aversions of the people toward them were overcome. An average of 8 per cent was earned on all the lines under private ownership. The wars with China and Russia were the factors instrumental in turning the mind of the administration toward a system of state railways. It was thought that the regulation of rates would result in benefit for the people, and that the net profits, which were at the time being turned into private channels, would be diverted to the government treasury, if such a system of government railroads were instituted.

The actual acquisition of railroads by the state took place in 1906. Since that time the administration has found itself many times involved in the intricacies of railway accounting and general management. The separation of the accounts of the railroads from those of the general budget resulted in complications which were disentangled with the greatest difficulty and only after many heated discussions between the leading statesmen of the country.

The nationalization of railways in Japan has served in general to simplify the systems of freight and passenger rates and schedules; but it is doubtful if there has been any lowering of rates.